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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT 25X1A

COUNTRY China

SUBJECT Chinese Communist Claims of Recent Improvements
in Their Railway SystemPLACE ACQUIRED - - -
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2. Reforms in administration:

- a. Unified administration including the centralized control and utilization of all facilities and rolling stock.
- b. Establishment of an all-China "railway treasury".
- c. Unified requisitions and supplies office
- d. Training of administrators picked from railway laborers. Of the 12,400 selected for special training to constitute the central corps, 2313 have been appointed station masters and section supervisors.
- e. Planned transportation policy
 - (1) Non-seasonal freight like coal, lumber, salt, etc. to be transported during slow months.
 - (2) Gear all planned transportation to local emergencies and seasonal needs
- f. Lower rates
 - (1) Reclassification of freight into 30 classes. Class I (luxury goods) 17 times in freight charges of those of Class 30 (people's daily needs); coal transported below cost.

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- (3) Special rates to encourage foreign trade - 50% discount on tea, silk, almonds; 30% discount on wool, camel hair and tungoil.
- (4) Special rates to encourage interval commerce - 50% discount on sea foods from April to October inclusive; 30% discount on dry salted fish during the same months; 20% discount on all fresh fruit.
- (5) Special rates on long hauls:
 - 10% discount on 210 - 500 km
 - 30% discount on 510 - 1000 km
 - 60% discount on 1010 - 1500 km
 - 70% discount on 1510 - 2000 km

3. Operational reforms:

- a. Time taken for a freight car to be ready to reload including waiting, switching and classification:

1949 - over 4 days
 1950 - objective - 3.72 days
 attainment - 3.34 days at end of year
 1951 - 3.22 days - 2.9 days

- b. Average daily mileage of freight train locomotives

1949 - 278 km
 1950 - 366.7 km
 1951 - 378.1 km
 1952 - 436.1 km

- c. Average speed of freight trains (including delays en route) per hour

1950 - 20.9 km
 1951 - 22.8 km
 1952 - 25.6 km

- d. Efficiency rate of freight trains

1950 - 1,553,000 ton-km
 1951 - 1,918,000 ton-km
 1952 - 2,155,000 ton-km

4. Human Relationship Reforms

- a. Railway workers' contributions to the Fight US and Help Korea Campaign in response to the appeal to donate weapons:
 - (1) original goal - 23 fighter planes
 - (2) net contribution - \$40,897,000,000 People's Currency, or 18.2% over the top, or 27+ fighter planes.

- b. Participation in production races

1950 - 236,000 employees
 1951 - 350,000 employees
 1952 - 430,000 employees

- c. Railway workers' proposals for "nationalization" reforms, January-July 1952:
 - (1) Submitted - 21,887 cases
 - (2) Approved and adopted - 12,669 cases

- d. Speeding up of passenger trains

(1) The Peking-Manchuli International - 2324 km

1949 winter - 60 hrs 1 min
 1951 winter - 49 hrs 36 min
 1952 winter - 43 hrs 56 min

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(2) Peking-Shanghai Express - 1465 km

1949 - 36 hrs 39 min
1951 winter - 34 hrs 20 min
1952 winter - 31 hrs 35 min

(3) Peking-Hankow express - 1216 km

1950 - 43 hrs 44 min
1951 winter - 32 hrs 42 min
1952 winter - 29 hrs 8 min

(4) Shanghai-Canton express - 1822 km

1950 - 62 hrs 15 min
1951 - 46 hrs 41 min
1952 winter - 43 hrs 24 min

5. Soviet contributions:

- a. Although all railway reports issued to the "people" stressed repeatedly "the great contributions made by the Soviet Union in the forms of (1) enormous manpower, (2) substantial materials, and (3) advanced technique", there are relatively few specific citations of facts and figures.
- b. "On 31 Dec 52 the Soviet Government returned the entire Ch'ang Ch'un railway system to China without any compensation whatsoever".
- c. In July 1949, "The Great Soviet Union (wei-ta-ti Su-lien) signed a trading agreement with the Northeastern People's Government", and in September shipped to Manchuria 500 km of steel rail, "together with an even more valuable gift - the key to the restoration of railway communication - its advanced technique and pioneering experience gained during World War II (ie personnel)".
- d. Various instances of how Soviet experts overrode the technical objections of Chinese engineers to prove successfully each time the latter were wrong.

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